

Fred Andrus
Of The Daily Astorian

Bits and Pieces

CRFPU older than thought

The Columbia River Fishermen's Protective Union, already known to be the oldest of its kind on the Pacific Coast, may be even older than it realizes.

Russell Dark, chairman of the Clatsop County Historical Advisory Committee, has been prowling about a good deal lately among the archives in the court house, which he is indexing.

In a basement vault Dark recently found some old ledgers. Among them was one containing minutes of the Columbia River Fishermen's Beneficial Aid Society, founded in August 1875.

"The evidence seems to indicate that this was the forerunner of the present CRFPU, which is supposed to have been formed in 1884," said Dark. "Quite possibly there was merely a name change, for the same personal names appear in the first records of the CRFPU as appear among organizers of the prior Beneficial Aid Society."

So there is beginning to be talk of some sort of an observance next year of the 100th anniversary of the origin organization. Dark said the idea will be discussed at the Jan. 20 meeting of the Historical Advisory Committee and that presumably the same subject will be considered at the next CRFPU meeting.

Seems like an excellent idea. The CRFPU is one of Astoria's oldest, best known and influential institutions. Its 100th anniversary is well worth a suitable observance.

The ledger found by Dark in the court house basement opens with a report of an organizational session held in Upper Astoria Aug. 20, 1875, signed by Thomas Dealey, secretary. The name Columbia River Fishermen's Beneficial Aid Society apparently was adopted at that time.

Next entry is a copy of a public notice for another organizational meeting at "their hall" in Upper Astoria at noon Aug. 26, and signed by Charles Lundgren, chairman.

Dark thinks probably the meeting place would have been the Foard and Stokes company hall.

At this meeting 53 charter members signed up and officers were elected, including John B. Neice, president; William Falkenburg, Byron Sheppard, Barney Gallagher, vice-presidents; Thomas Dealey, secretary-treasurer.

Three committees were appointed including: Finance, Thomas Mitchell and P. Corbett; membership, Phillip

Holland, B. Sheppard and John Einberger; visiting, Charles Cagle, Timothy Driscoll and John O'Brien.

The minutes include the names of all 53 charter members.

The next meeting was in Cathlamet Oct. 2 and by then the charter membership had grown to 74, including several from Cathlamet and Westport.

The ledger contains minutes of all meetings up through Oct. 2, 1876. All are written with pen and ink, apparently by Secretary Thomas Dealey, who presumably was given that job because he wrote an excellent hand.

Since writing about lutefisk, the famous Scandinavian Christmas dish, recently I have been advised that the same dish is also served in Italy, where it is known as baccala.

Ed Ross of this city has an Italian cookbook, which reports that baccala and other dishes are made in Italy from "stoccafisso" which is evidently the Norwegian word "stokfisk" with an Italian flavor.

This book says the use of dried cod, or stockfish, was introduced into Italy by the Vikings, who in the 9th century A.D. or thereabouts conquered Sicily and most of Southern Italy, founding a kingdom that endured for many years.

The Italian cookbook says the stockfish is washed, soaked in milk for several hours, then cooked in oil.

Nick Sculace of this city says he remembers as a child in the depression years of the 1930s having baccala frequently. It was cheap and nourishing. Now, however, he says the eating of baccala is dying out among Americans of Italian descent.

The cookbook reports that the old Vikings also introduced the eating of dried cod into the Basque country of northern Spain, Portugal and Brittany, all of them regions either settled or devastated by Viking raiders in medieval times.

Recently in this space I have complained of various examples of horrible English which have bothered me.

Now I am almost discouraged from further efforts in this direction, after reading a book "Strictly Speaking" by Edwin Newman, who is in the news reporting and announcing trade with Columbia Broadcasting System. He has not only complained of most of the same things to which I objected, but has also commented on nearly all the ones I had been saving up for future use, and many more besides that I hadn't thought of.

Newman has done a superb job and his book is worth reading by anyone interested in improving his usage of the English language.

Newman inveighed, for instance, against the currently popular word "parameter" instead of "boundary" or "limit", and this is one that has bothered me.

But one he forgot to mention was "offsides", an abomination much favored by some football announcers on TV and radio, which I think is dreadful and which, fortunately, I probably won't have to hear again until next fall when Frank Gifford returns to Monday night football broadcasts. He uses it all the time.

How a player can be off both sides of the line of scrimmage is beyond me.

Newman did, however, deplore the currently popular "bottom line," and I don't even pretend to know what it means, let alone like it.

He didn't protest the common practice among educators to talk of "disciplines" instead of subjects in which they specialize, and I don't like "disciplines" because it sounds pretentious.

I am wearied by constantly hearing

that someone is "alive and well in" some place or other; that people have "life styles," whatever that means; and to be told that "I have good news and bad news for you."

And, back to sports broadcasting, how many times more must one hear that Joe Blow is either "some kind of football player" or "one of the most underrated players" in whatever sport he plays in?

I wonder if anyone in the fishing industry has squawked to the Portland Oregonian about the glaring omissions in a story that ran on its women's page during the pre-Christmas season, listing the Oregon foods that go all over the world in gift packages and the companies that vend them.

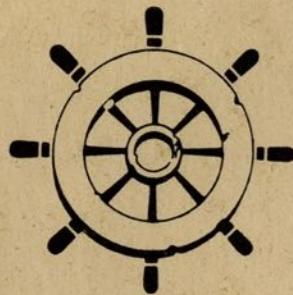
It listed firms in Tillamook, Bandon, Hood River, Portland, Oregon City, Dundee and Newberg which provided gift packages of filberts, cheeses, fruits, jellies, other goodies and ever beef, but nowhere did it mention one Astoria firm specializing in the shipment of seafood packages.

Maybe the Oregonian, which seems dedicated to wiping out the commercial fishing industry, has already written it off as non-existent.



Jim Blay
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"Maybe I was wrong—maybe sports does build character! I mean, I know it does—in fact, it builds GREAT character!"



Maritime Museum

A link with a nautical past

By JOHN THOMPSON

Time hasn't forgotten the crews of the 150 ships which floundered where the gently-flowing Columbia River empties into the violently thundering Pacific Ocean.

All are remembered in some form or another at the corner of Sixteenth and Exchange in Astoria.

That's where the Columbia River Maritime Museum stands, its location marked by a 12½-ton anchor from the battleship Indiana.

The anchor is a deep red monolithic reminder of the rich Columbia River maritime history commemorated in the maritime museum.

Visitors range from children smaller than the four-foot-high binnacles (ships compass housings) on display to persons old enough to remember ships from which the binnacles were salvaged in wrecks off the Columbia River mouth.

Tens of thousands of historical items are displayed in the museum, including paintings, drawings and photographs which line the walls telling the stories of ships and events.

Historic charts, including the first chart of the Columbia River, published in 1798, are displayed along with intricately detailed models of ships, ferries, fishing



Daily Astorian—Michael Ziegler

and military boats. Some of the models were made nearly a century ago.

But most visitors are attracted to the genuine articles, parts of ships or things used aboard ships which sailed and sometimes wrecked on the Columbia.

Giant links of chain, guns from military ships, remnants of the bowsprit of the Peter Iredale (whose remains can still be seen on the beach at Fort Stephens though it went aground in 1906), small marine engines, ventilators, wheels, binnacles, and old ships' clocks, most in working order, are a few of the maritime artifacts.

And tantalizing the imaginations of the people who visit the museum is

the knowledge that much of the museum's collection hasn't been seen yet by museum visitors. Massive old marine engines, a 40-foot rudder and eight boats, someday to be displayed, wait for a new larger museum.

That new museum will be built only a few blocks away at the foot of Seventeenth, where the retired Lightship No. 88 Columbia, also a part of the museum, is moored.

The Columbia River Maritime Museum was founded in 1962. It was the idea of a man who is now the museum director, Rolf Klep.

Klep is a native Oregonian who was born in the Columbia River city of Portland and



The museum opened its doors for the first time in July of 1963, then it grew by leaps and bounds

grew up in Astoria in sight of the sailing ships that traded here.

When Klep returned to Astoria in 1956 after an auspicious career as an artist and technical illustrator in New York, he brought the museum idea — and some of its artifacts — with him.

His interest caught on in 1962 and the search for a museum site ended at the present location in a 60-year-old building which was once an Astoria City hall.

In 1963 the lightship was added to the new museum's collection after the ship was discovered in a Seattle scrapper's yard.

The museum opened its doors for the first time in July of 1963.

"The thing grew by leaps and bounds," Klep recalls.

The first phase of the waterfront park development began in 1966 with the construction of a permanent moorage for the Columbia and the Coast Guard Cutter Yonona. In 1971 the museum expanded into the second floor of its building.

Growth of the museum continues, but the space at the old building has run out. One of Klep's drawings depicts a new museum complex at the foot of Seventeenth with ample space for all of the museum's possessions and more.

The new museum will sit almost at the mooring site of early explorer ships, which traded at Fort Astoria 160 years ago. The

present museum is built atop the Fort Astoria cemetery.

"This is a very gracious building," Klep says of the present building. "But it was not built for a museum. It was built for a city hall."

The new museum will feature movable walls, which will allow for adjustments in the size of the rooms to fit the size of the displays.

All eight boats, including Coast Guard and fishing boats, will be displayed inside and will be visible from all angles and from the top.

There will be an undersea ecology exhibit and a working submarine periscope through which visitors may view Astoria harbor.

There also will be a library of books, periodicals and other archival materials.

The new museum will cost nearly \$700,000, of which more than \$500,000 has been raised. The museum is presently amid a drive to raise the last \$200,000.

"From the beginning it has been a discouraging thing. People said it couldn't be done," Klep says. "Then it couldn't last more than a year and then it couldn't go another year."

But Klep and the museum's members aren't discouraged easily. "It's something that made this country great," he says of the maritime heritage. "No one is going to stop us."

It all started with Lewis and Clark

The mouth of a great river holds an attraction for all persons, for all time.

The Columbia River mouth has been no exception.

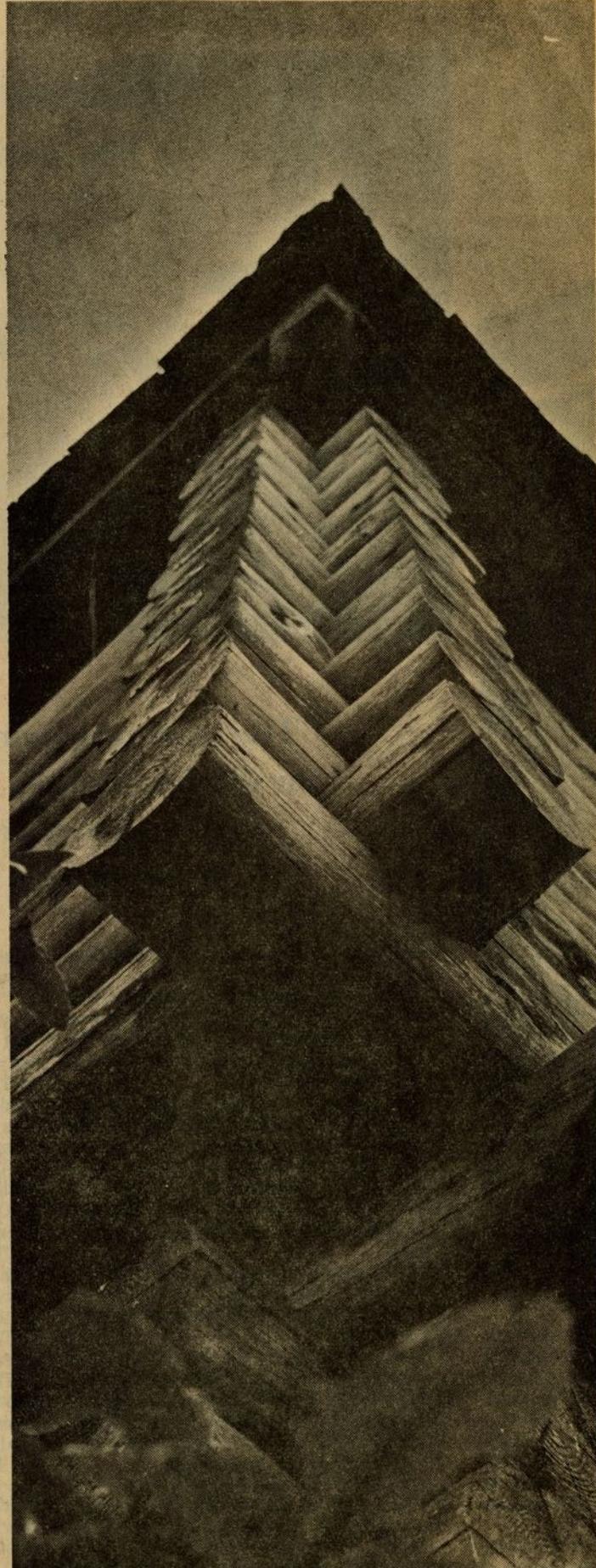
Lewis and Clark, America's famous explorers, arrived here just before the rainy winter of 1805-06. They elected to remain until spring. They built a fort on a river south of present-day Astoria that now bears the explorers' name.

A replica of that fort has been built and Fort Clatsop National Memorial created.

Fort Clatsop National Memorial is dedicated to an authentic and serene exhibition of living history.

That it exists attests to the living history of this region. More forts came later — Fort Astoria, Fort Stevens, Fort Columbia, Fort Canby.

Today's visitor still can see them all.



Fort Astoria, 15th and Exchange streets
Astoria Public Library, Astoria, Oregon, Digitized by Eric B Williams 2019 @ Divepuget1@me.com

Astoria: first U.S. settlement west of Rockies

By FRED ANDRUS

Astoria wasn't only the first American settlement west of the Rockies, but it also had the first post office and first U.S. customs office west of those mountains.

The first settlement was founded by an expedition sent by John Jacob Astor, a New York merchant, to establish a fur trading post at the mouth of the Columbia.

The ship Tonquin, carrying the expedition, arrived in 1811. Astor also dispatched a party to make the trip overland. It arrived later, after enormous hardships.

This first post was taken over by the British in the War of 1812. Astor's crew sold out to a British company when the British sloop-of-war Raccoon was expected here to seize the lonely little outpost. The United States didn't regain full possession until 1845.

In that year, Congress passed a bill for development of Oregon, including a provision for a monthly mail service from Fort Leavenworth, Kan. to Oregon via South Pass.

The post office at Astoria was established March 9, 1847, with John M. Shively as postmaster. Shively had a donation land claim on what is now known as Shively's Astoria, and was one of the first Americans to settle here.

Shively set up his post office in a small frame building on the east side of Fifteenth, a short distance south of Exchange Street on a site now marked by a monument donated by Mr. and Mrs. Ed Ross of this city.

The building had been erected in 1846 by Rev. Vincent Snelling. He walled it with hand-split shingles cut from one big cedar tree nearby. Snelling moved to Clatsop Plains and sold the building to Shively.

The latter ran the post office until 1849, when he left for the mines following the discovery of gold on the Sacramento River.

The first postal service was by sea, and the Oregon Historical Society says there is no indication it was regular. Some ships carried the mail by way of Cape Horn. Other mail crossed Central America through Nicaragua and came north by ship.

Old Fort Astoria long ago vanished, engulfed by the growth of the city. Now there is a plan to reconstruct the historic fort.

Only rarely did any mail come across the plains by wagon train.

This condition prevailed until the 1860s. Cost of sending a letter to Astoria in 1847 was 40 cents. Incidentally, the first U.S. postage stamps were issued in 1847, the same year the Astoria post office was set up.

Astoria was the distribution point for mail throughout the present states of Oregon, Washington, Idaho and Montana.

Distribution was irregular, however. J.H.D. Gray, son of W.H. Gray, pioneer settler on Clatsop Plains, had a contract in early years to carry the mail between Astoria and Forts Stevens and Canby at the river mouth.

Shively came to Astoria in 1843, when the only thing here was a Hudson's Bay Company post in caretaker status.

In 1844 Shively, John McClure, A.E. Wilson and James Birnie, the H.B. Company trader, were the only white men in Astoria. In the late 1840s Americans began to flock into the area and population of Astoria grew.

Increase in the volume of shipping made a customs office desirable, and in 1848 Col. John Adair of Kentucky was appointed collector-general of customs for the Oregon area by President James K. Polk.

Adair came to Astoria, looking for a building to house the customs office, or for cheap land to build one on.

However, early-day Astorians apparently had an exaggerated idea of the value of real estate, so Adair in anger moved to Upper Astoria, one of two villages occupying the site of present Astoria, and put up his office in a small frame building near the present Leif Erikson Drive, close to Thirty-fifth Street.

Astoria then had 100 inhabitants; Upper Astoria somewhat fewer.

The year was 1849—the same year that Captains White and Hustler brought the first pilot boat, the Mary Taylor, to Astoria.

Both these events were due to the rapid growth of shipping activity.

Adair's move to Upper Astoria was the beginning of a long rivalry between Astoria and Uppertown. The two villages weren't connected. Uppertown was sometimes known as "Adairville" and Astoria as "Old Fort George" or "McClure's Astoria."

In 1849 Adair also became postmaster for a brief spell, but T.P. Powers got the job with a change of administration in Washington, D.C.

In 1853 Powers moved the post office to Uppertown, giving that village of 100 people control of both major federal offices, but in 1861, after Abraham Lincoln's Republican administration took office, Gibbs lost the job and the new man moved the post office back to Astoria.

Adair had managed to hang on to the customs office through the administrations of Polk, Taylor, Pierce and Buchanan, but the new Republican administration replaced him and in 1861 the customs office followed the post office from Uppertown to Astoria.

So Abraham Lincoln must receive much of the credit, or blame as the case may be, for making Astoria the nucleus of the growing city, rather than Uppertown.

The original customs office, like the original post office, long ago vanished, and its site is marked by a roadside marker board.

Old Fort Astoria also has vanished, engulfed by the growth of Astoria. It stood at the present corner of Fifteenth and Exchange streets. The site is partly occupied by the Columbia Memorial Hospital.

When the basement of this hospital was being dug in the 1930s, a row of stakes was found, with the tops burned off. It was determined to be part of the old stockade of Fort Astoria.

This made possible the exact determination of the site. At present a quarter block has been made into a small park to commemorate the old, historic fort.

THE DAILY ASTORIAN
An Independent Newspaper

As it was and should be

The nation is not well but it is strong. It has survived greater tragedies than the resignation of a president. The circumstances under which Richard M. Nixon resigned may make it a stronger nation. The process established by the Founding Fathers removed him. The faith with which the people will start anew will be built upon the knowledge that the process serves them and the nation as it was intended to.

He and men around him betrayed a trust, to be honest in their conduct of the responsibilities given to them. They sought to exercise power which neither the Constitution nor the people granted to them. They did it not for the lust of money, which men in earlier administrations were guilty of. They were lustful of power. They permitted their avarice to drown out what each has confessed that he knew in an earlier time, that honesty must be the principle by which all men in places of public trust must be guided.

This nation's economic illness is serious. While millions of Americans have been deeply concerned with the probability that the tragic events of this week would culminate as they did, their overriding concern has been their economic well-being.

They have despaired as they have looked for and failed to see any promise that government would provide the leadership that the economic crisis called for. Inflation is gnawing on them. They can see what a monster it will become, that it will devour them if it is not curbed. They are ready to make sacrifices that a leader in whom they believe, whom they trust tells them they must make.

The process through which Mr. Ford was put when the President asked the Congress to confirm his appointment says to the people that he is trustworthy. The man was turned upside down and inside out.

Bits and Pieces

Who discovered America?

Did a Chinaman discover America in the fifth century A.D.?

Historians who discuss the possibility of pre-Columbian voyage to America generally concede that the Vikings came to this continent about 1000 A.D. Leif Erikson has become famous—he even has an Astoria street named in his honor.

But who ever heard of Hwui Shan?

Historians have written much about Leif Erikson and other Vikings who undoubtedly crossed the Atlantic and lived for a time in North America, and have speculated about the probability that other European sailors may have also crossed the Atlantic long before Columbus.

But most American historians are easterners. The idea that some wily Oriental might have sneaked in for a sort of back-door visit to the U.S. Pacific coast, centuries before Leif Erikson, hasn't received much, if any, attention.

Perhaps this is due to an unconscious provincially-minded assumption by Easterners that if anyone came to the shores of America he must have come across the Atlantic from Europe, or perhaps it bespeaks a sort of chauvinistic racism. The only discoveries of America that counted were those made by white men.

A Seattle writer, Gordon Speck, has written a few pages about the voyage of Hwui Shan in a book "Northwest Explorations" published some years ago by

the Portland firm of Binfords and Mort.

I had never heard of the voyage of Hwui Shan until a friend called my attention to this book—it's in the Astor library—and it's safe bet that not many other people have heard of it either.

Hwui Shan's story of a trans-Pacific voyage in 458-A.D. was recorded in official Chinese government archives in 499, Speck reports in his book. Hwui led a party of five Buddhist monks who voyaged northward along the Pacific coast from China. They visited the Aleutian Islands, Alaska, and the Pacific coast of America as far south as Mexico, returning to China some time prior to the year 499 when the voyage was written into the official archives of the Sung dynasty.

Hwui and his party evidently landed at various places along the coast, perhaps even here, for he has reported many observations about the customs of the natives of the regions he visited.

Hwui called the Aleutian Islands the "Country of Marked Bodies," and Alaska the "Great Han Country." Speck identifies as Mexico a region that Hwui dubbed "Fu-Sang."

Hwui's descriptions of the inhabitants and their customs, Speck writes, "leave little doubt that, in the fifth century, Hwui Shan actually visited the New World, even though some of the passages are not entirely clear." For instance, he talks of horses, although horses are not supposed

to have existed in North America in the fifth century.

But he also tells how the inhabitants of Fu-Sang do such things as make fabric from the bark of trees, and other stories which have a ring of truth.

Speck's book gives no description of Hwui Shan's ship or the problems of navigation, but such a voyage does not seem impossible.

Certainly the warm Japan current which flows eastward around the top of the Pacific Ocean would have helped him along, and he never would have been far from land, judging from the countries he apparently visited.

Getting back home from Mexico would have been the toughest part of the voyage. If he returned the way he came, it would have been a hard beat to windward against the prevailing westerlies and the set of the current. But somehow, he seems to have made it. Chinese junks are seaworthy.

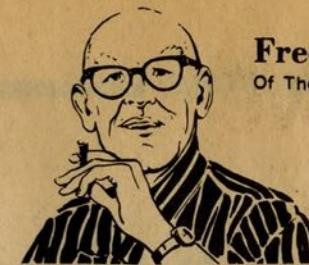
It is entirely possible that other early Oriental voyagers reached North American shores, but never found their way back home.

Speck cited the incident of Ryo Yei Maru, an 85-foot Japanese fishing vessel which sailed December 5, 1926, to catch fish. A year later the freighter Margaret Dollar found the vessel adrift off Cape Flattery and towed it into Port Townsend, Wash. Starved bodies of two men, including the skipper, were aboard. The log told of an engine breakdown, and that one man had survived until only a few days before the Margaret Dollar found the derelict.

I remember the story of Ryo Yei Maru, as I was working on the copy desk of the old Morning Astorian at that time.

And we are all aware of the many Japanese glass floats that reach our shores every year.

So it is entirely possible that old Hwui



Fred Andrus
Of The Daily Astorian

Shan or some other Oriental explorer may have been the first non-Indian to discover the Columbia River and visit Astoria. Who knows?

At a coffee session the other day there was discussion of the old central Oregon town of Shaniko, with its do-it-yourself historical museum.

"Did you know that Shaniko was named for a former mayor of Astoria, Gus Schernekau, and it was called Shaniko because the Indians couldn't pronounce his name?" someone commented.

It's true that Shaniko is a corruption of the name of August Schernekau, who came west after the Civil War and took up a ranch where Shaniko now stands.

The ranch was on the stage route from The Dalles into central Oregon, and Schernekau opened a stage station. When the post office was started there, it was called Shaniko.

Schernekau later moved to Astoria, where he became a prominent merchant. However, city hall records going back to 1873 do not list him among the mayors of the city.

Anyone have a full-length photo of USS Astoria, the heavy cruiser sunk in the Battle of Savo Island off Guadalcanal on August 9, 1942?

The Daily Astorian has a request for such a photo from Hatcher T. Wood, Plaquemine, La., whose brother was a Marine guard on the Astoria when it was sunk by Japanese naval gunfire.

Wood is planning to write a family history and wants to include something about the sinking of the Astoria.

If anyone has such a picture and would call the Daily Astorian, it could be copied and a print sent to Mr. Wood.



James Kilpatrick
Washington Star Syndicate

Nixon duplicity